

North Tahoe Citizen Action Alliance

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NTCAA Newsletter – January 2009

NTCAA has focused on a number of new and important issues in 2008. In summary:

Tahoe City – NTCAA opposed the expenditure of \$14M of Redevelopment Agency funds because it only benefited a private enterprise. The funding was withdrawn. The marina will be constructed without the three-story parking garage.

Kings Beach - The Kings Beach Commercial Core Improvement Program road three-lane alternative was selected by Placer County. When presented for TRPA approval, it was defeated. Shortly after, the Placer County Board of Supervisors approved the three-lane alternate selection. The TPRA then reviewed its decision and subject to additional review of study assumptions, will make a final review and decision. The Kings Beach Business Citizen Alliance (KBBCA) has filed litigation against Placer County alleging errors in process and content of the EIS/EIR.

Tahoe Vista - The Sandy Beach Fractional Ownership project in Tahoe Vista EA/EIR was released and the project approved by Placer County and TRPA. NTCAA opposed the project's scale, character, and density and our belief of misuse of the TAU award system. We were joined by all public organizations in the basin, as well as California Lt. Governor John Garamendi to review the current practice of transferring TAUs to larger units. Subsequently the League to Save Lake Tahoe initiated litigation, supported by the Friends of Tahoe Vista, questioning TRPA approval on the basis of not performing an EIS and also TAU transfers.

Homewood Mountain Resort – NTCAA has opposed the scale, character, density and land use and water issues of the planned resort. NTCAA submitted a reduced scale plan to the developer. JMA Ventures made small changes that did not significantly alter the scale and character of the development.

Boulder Bay – NTCAA has not taken an active part in the review of this development, but has supported the efforts of the newly formed North Tahoe Preservation Alliance, formerly the Friends of Crystal Bay/Brockway, whose effort concentrated on road abandonment issues, and also scale and character of the development.

Community Enhancement Program – This program was initiated with pre-applications by several developers. Commodity reservations were given for tourist accommodation units (TAUs), commercial floor area, and mixed-use residential units to Boulder Bay, Homewood Mountain Resort, Domus Affordable Housing, and Kings Beach Town Center. These entitlements were to seek net gain solutions in environmental improvements, enhance the quality of life for residents, improve visitors' experience, and contribute to long-term economic vitality of the region. Questions have been raised if this will be the result.



Shorezone Ordinance Amendments - The Shorezone Ordinance Amendments were approved by the TRPA, and shortly after, the League to Save Lake Tahoe and the Sierra Club filed litigation to stop its implementation. The California Public Trust Document for public use of the waters of the U.S. conflicts with present approval of piers.

Placer County Redevelopment Agency – NTCAA has questioned the management of these public funds because of few results in the ground, little local input, and excessive administration expenditures.

Tourist Accommodation Units – NTCAA has taken the position that the approval of TAUs must be a more realistic approach to TAU approval by the TRPA, and should be based on number of bedrooms and not be allowed to increase in size as the environmental impact would not be equivalent as required in the Code of Ordinances.

Kings Beach

Kings Beach Commercial Core Project - The Kings Beach Business and Citizens Alliance (KBBCA) filed a lawsuit on October 24, 2008 challenging the Placer County Board of Supervisor’s decision for the lane reduction plus roundabouts on Highway 28 through Kings Beach. In an effort to settle this lawsuit the KBBCA has offered the following proposal:

1. Complete the information TRPA had requested as a condition of reconsideration to view the two project alternatives (modified #2 and #3) in parallel. This entails developing both alternatives to the same level of detail and presenting specific details on the parking plan.
2. An updated cost analysis of each alternative including more detail and accuracy of construction costs and maintenance and operating costs.
3. Provide funding for an independent computerized simulation with oversight and agreement from TRPA, Caltrans, and Gordon Shaw (author of the EIR’s traffic study) that the input data for the base scenario is accurate. This would give visual imagery and aid in the alternative comparison. Then specific variables can be modified to “see” what happens.
4. That Placer County and its paid agents and partners refrain from any form of retribution against individuals, businesses, and property owners who support Alternative 3 (retaining the four lane capacity).

Redevelopment Agency

Placer County’s Redevelopment Agency just released its annual Auditor’s Report for the fiscal year ending June 30, 2008. Revenues from property taxes in the North Tahoe Area were \$5.9 million during this period with a current liquidity position (Cash and Investments) totaling \$22 million.



Administration and Planning expenditures for the North Tahoe Area were \$1.4 million. That is the portion of our property taxes designated for Redevelopment used to support the RDA staff in Auburn.

For those interested in how much was spent on the ill-fated Tahoe City Marina Parking Garage, “Capital asset costs accumulated from the Project, as of June 30, 2008, totaling \$1,446,356”.

And where has much of the cash gone that was borrowed for the Marina Garage Project? The following quote is on page 28 of the Report: “The

County of Placer provides a variety of services to the Agency including management, accounting, and legal services, as well as providing services specific to redevelopment projects. Total charges for these services for the year ended June 30, 2008 were approximately \$8,070,303.” The administrative spending of North Tahoe’s Redevelopment taxes, our taxes, continues.

Boulder Bay

Although the North Tahoe Preservation Alliance’s (NTPA) appeal vs. Boulder Bay wasn’t upheld and although the outcome could have been even better, the NTPA feels it prevailed on a number of key points related to safety.

1. The 4th egress from the neighborhood has been maintained. (Not part of original application by Boulder Bay).
2. This will be 24 feet wide, instead of 20 feet. (New condition per County memo).
3. Although not Public, it will have an easement for the Public in perpetuity and have Washoe County named on the document to enforce the agreement and maintenance; a much better proposition than having to sue if the developer fails. (New condition).
4. Washoe County will request that TRPA requires a snowmelt system on the road as a condition of their approval. (New condition that failed to make it in the hearing, but was added by the County per memo)
5. The new roads replacing Reservoir and Wassou will have to be completed before the abandonment will be allowed.
6. The new roads will be part of the TRPA project application and thus unless there is an approved project including this configuration, this abandonment won’t stand. (Previously the abandonment was not subject to any project approval).



Upcoming Events/Key Date

Agendas for TRPA Governing Board and APC, and also Placer County BOS are not available until a few days before the meeting. Therefore, it is difficult to provide a meaningful emphasis to the meetings. Attendance at events shown in bold type is encouraged. Other meetings/events not shown here, or changes, will be announced by email.

Wednesday, January 21	NTFPD Board Meeting	6 pm, TCPUD Board Room
Wednesday, January 28	TRPA Governing Board CEP Schedule ?	9:30 am, Chateau, Incline Village
Wednesday, February 4	NLTRA Board Meeting	8:30 am, TCPUD Board Room
Tuesday, February 10	NTPUD Board Meeting	10 am, NTCC, Kings Beach
Wednesday, February 11	TRPA APC	9:30 am, TRPA Offices, Stateline
Thursday, February 12	NTRAC Board Meeting	6 pm, TCPUD Board Room
Wednesday, February 18	NTFPD Board Meeting	6 pm, TCPUD Board Room
Friday, February 20	TCPUD Board Meeting	8:30 am, TCPUD Board Room
Wednesday, February 25	TRPA Governing Board	9:30 am, TRPA Offices, Stateline

TRPA – Tahoe Regional Planning Agency
 NLTRA – North Lake Tahoe Resort Association
 TCPUD – Tahoe City Public Utility District
 NTCC – North Tahoe Conference Center
 BOS – Placer County Board of Supervisors

APC – Advisory Planning Commission
 NTPUD – North Tahoe Public Utility District
 NTFPD – North Tahoe Fire Protection District
 NTRAC- North Tahoe Regional Advisory Committee

“I like to see a man proud of the place in which he lives. I like to see a man live so that his place will be proud of him.”...Abraham Lincoln